SOUTH **CHEYENNE** NORTH

LEGEND

Airports having Control Towers (Airport Traffic Areas) are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways — Seaplane Base

Hard-surfaced runways 1500 ft. to 8000 ft. in length

Hard-surfaced runways greater than 8000 ft.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having emergency or landmark value

Military - Other than hard-surfaced. All military airports are identified by abbreviations AFB, NAS, AAF, etc. For complete airport information consult DOD FLIP.

Heliport Selected — Unverified — Abandoned - paved having landmark value — Ultralight Flight Park Selected

Services - fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. Consult A/FD for service availability at airports with hard-surfaced runways greater than 8000 ft.

Rotating light in operation Sunset to Sunrise

AIRPORT DATA

Box indicates Special Traffic Area (See FAR 93) — NAME — FSS — Indicates Flight Service Station on Field — CT - 118.3 ★ — ATIS 123.8 — 285 L 72 122.95 — UNICOM — VFR Advsy 125.0 — Airport of entry

FSS - Flight Service Station; RFSS - Remote Flight Service Station

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part time. See tower frequencies tabulation for hours of operation.

Indicates Common Traffic Advisory Frequencies (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting available on request, part-time lighting, or pilot-controlled lighting

72 - Length of longest runway in hundreds of feet; usable length may be less.

When facility or information is lacking, the respective character is replaced by a dash. All lighting codes refer to runway lights. Lighted runway may not be the longest or lighted full length.

All times are local.

NFCT - Non Federal Control Tower

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

VHF OMNI RANGE (VOR)

VORTAC

VOR-DME

Non-Directional Radiobeacon

Marine Radiobeacon — RBn — POINT LOMA 302

Other facilities, i.e., Commercial Broadcast Stations, FSS Outlets, RCO, etc.

122.1R 122.6 123.6 — OAKDALE 382 116.8 OAK

Underline indicates no voice on this freq

Square indicates TWEB, AWOS or HIWAS available at this NAVAID

R - receive only

122.1R — CHICAGO CHI

Heavy line box indicates Flight Service Station (FSS). Freqs 121.5, 122.2, 243.0 and 255.4 are normally available at all FSSs and are not shown above boxes. All other freqs are shown.

For Airport Advisory Service use FSS freq 123.6

In Canada all available FSS and RFSS frequencies are shown.

122.1R — MIAMI — Controlling FSS

Frequencies above thin line box are remoted to NAVAID site. Other freqs at controlling FSS may be available determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft MSL are shown on this chart. All times are local.

CZ—Control Zone

CZ - Extends upwards from the surface

CZ within which fixed wing special VFR flight is prohibited

Class C or F CZ (Canada)

TA— Transition Area

The limits of controlled airspace are shown by tint bands (Vignette) and are color-coded in blue and magenta.

Floor 700 feet above surface

Floor 1200 feet above surface

2000 / 2000 MSL — Floors other than 700 feet or 1200 feet above surface

Prohibited, Restricted, Warning and Alert Area

MOA - Military Operations Area

Special Airport Traffic Areas

Special Air Traffic Rules (See F.A.R. Part 93 for details)

NAME (Magenta, Blue, or Black) — Visual Check Point

Parachute Jumping Area — See Airport/Facility Directory

Low Altitude Federal Airways are indicated by center line

V 3 — 270°

Intersection - Arrows are directed towards facilities which establish intersection

TCA - Terminal Control Area / Canadian Class C Airspace

Mode C (See F.A.R. 91.215/AIM)

ARSA - Airport Radar Service Area (Mode C See F.A.R. 91.215/AIM)

TRSA - Terminal Radar Service Area

National Security Area

IR21 — MTR - Military Training Routes

OBSTRUCTIONS

1000 ft and higher AGL

below 1000 ft AGL

Group Obstruction

Obstruction with high-intensity lights. May operate part time

2049 — Elevation of the top above mean sea level

(1149) — Height above ground

UC — Under construction or reported, position and elevation unverified

NOTICE: Guy wires may extend outward from structures

MISCELLANEOUS

—1°E— Isogonic Line (1985 VALUE)

Ultralight Activity — Glider Operations — Hang Gliding Activity — Fl ★ Flashing Light — Marine Light

TOPOGRAPHIC INFORMATION

Roads

Road Markers

Railroad

Bridges And Viaducts

Power Transmission Lines

Aerial Cable

Lookout Tower P-17 (Site Number) 618 (Elevation Base Of Tower)

CG Coast Guard Station

Race Track

Tank-water, oil or gas

Oil Well — Water Well

Mines And Quarries

Mountain Pass — 11823 (Elevation of Pass)

Outdoor Theater

Shipwreck — Rocks — Pier

Perennial Lake

Non-Perennial Lake

Dams

C 42/991

SOUTH **CHEYENNE** NORTH

SECTIONAL AERONAUTICAL CHART
SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 41°20' and 46°40'
Horizontal Datum: North American Datum of 1927
Topographic data corrected to December 1990

43 RD EDITION March 7, 1991

Includes airspace amendments effective February 7, 1991 and all other aeronautical data received by January 10, 1991

Consult appropriate NOTAMs and Flight Information Publications for supplemental data and current information.

This chart will become OBSOLETE FOR USE IN NAVIGATION upon publication of the next edition scheduled for AUGUST 22, 1991

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION • DEPARTMENT OF COMMERCE



CONTOUR INTERVAL 500 feet

HIGHEST TERRAIN elevation is 14255 feet located at 40°15'N - 105°37'W

Critical elevation ... 4254

Approximate elevation ... 3200

Doubtful locations are indicated by omission of the point locator (dot or "x")

14255

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory. Also, the VFR Wall Planning Chart is issued every 56 days and displays current route configurations and a composite tabulation of altitudes along these routes.

Military Pilots refer to Area Planning AP/1B Military Training Route North and South America for current routes.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 125

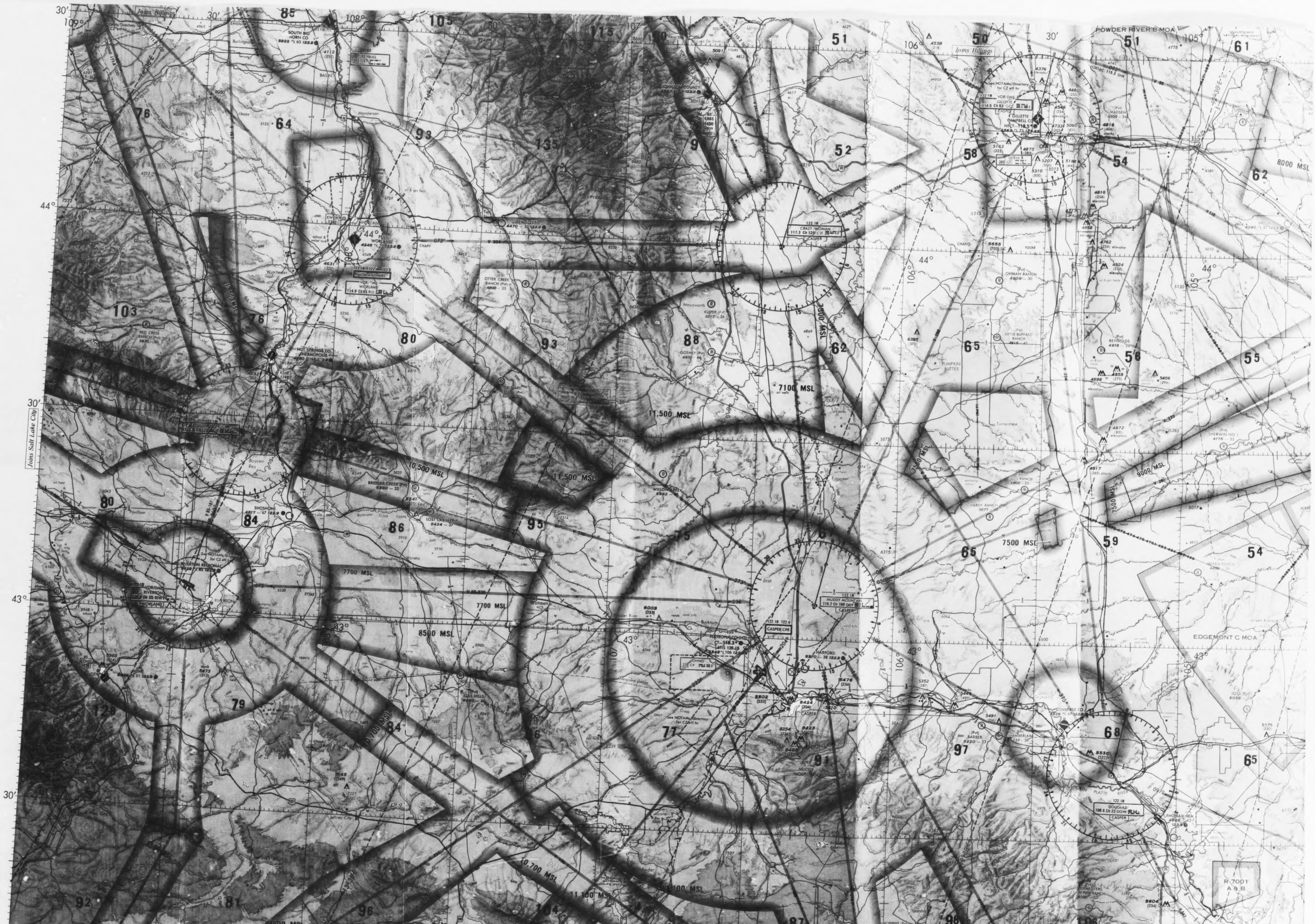
CONVERSION OF ELEVATIONS

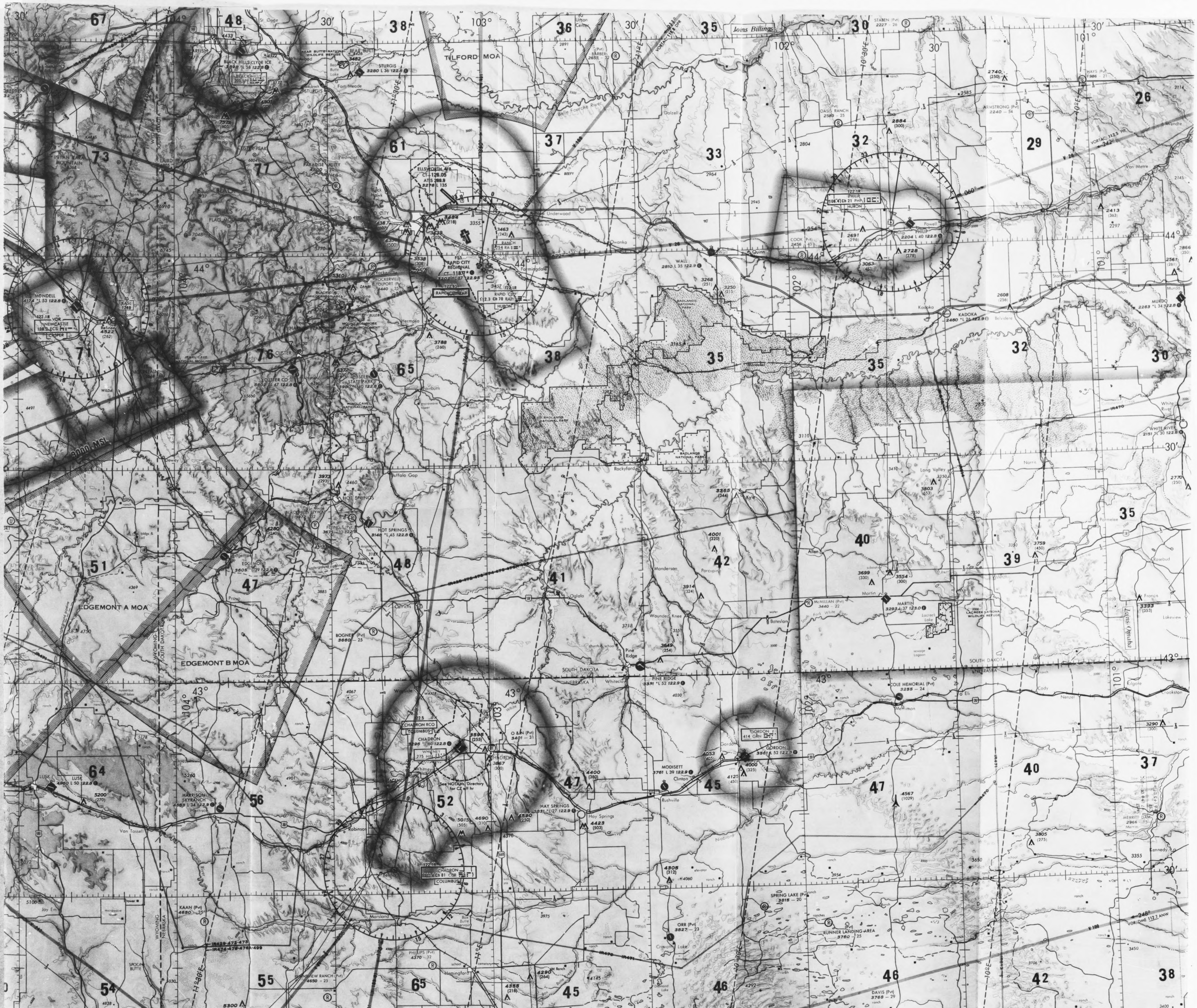
FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

Published at Washington, D.C.
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

C55. 4/6/10:





TILFORD MOA
EDGEMONT A MOA
EDGEMONT B MOA
9000 MSL
BLACK HILLS CLYDE ICE
3898 *L 58 122.8
STURGIS
3280 L 36 122.8
ELLSWORTH AFB
CT-126.05
ATIS 289.9
3276 L 135
RAPID CITY REGIONAL
CT-118.7*
3202 *L 87 122.95
RAPID CITY RAP
RAPID CITY
112.3 Ch 70 RAP
HURON
RANCH
254 RA
MONDELL
4174 *L 53 122.8
NEWCASTLE
108.2 ECS
CASPER
KASL 1240
CUSTER CO
5602 L 47 122.8
CUSTER STATE PARK
3980 *L 40 122.8
WIND CAVE NATIONAL PARK
MOUNT RUSHMORE NATIONAL MONUMENT
JEWEL CAVE NATIONAL MONUMENT
ROCKERVILLE STOLPORT (Pvt)
4440 25
BLACK HILLS FLYWAY
FLYING T (Pvt)
3675 33 122.8
HOT SPRINGS
3148 *L 45 122.8
EDGEMONT
3605 L 39 122.9
BOGNER (Pvt)
3660 25
LUSK
4960 L 50 122.8
HARRISON SKYRANCH
4663 L 34 122.9
KAAN (Pvt)
4650 25
PLAINSVIEW RANCH (Pvt)
4650 25
PHILLIPS (Pvt)
4370 32
CHADRON RCO
COLUMBUS
CHADRON
3296 *L 60 122.8
WHITNEY
275 HIN
See NOTAMs/Directory for CZ eff hr
CHADRON
113.4 Ch 81 CDR
O & N (Pvt)
3401 31
HAY SPRINGS
3831 *L 27 122.9
PINE RIDGE
3331 *L 52 122.9
MODISETT
3761 L 39 122.9
GORDON
414 GRN
GORDON
3561 L 52 122.8
ORR (Pvt)
3827 23
SPRING LAKE (Pvt)
3815 20
RUNNER LANDING AREA
3760 25
DAVIS (Pvt)
3768 29
COLE MEMORIAL (Pvt)
3255 24
MERRITT DAM
2966 15
McMILLAN (Pvt)
3440 22
MARTIN
3293 L 37 123.0
LACREEK NATIONAL WILDLIFE REFUGE
WALL
2810 L 35 122.9
COOK (Pvt)
2456 45
PHILIP
108.4 Ch 21 PHP
PHILIP
2204 L 40 122.8
STABEN (Pvt)
2227 26
OASIS RANCH
2580 25
ARMSTRONG (Pvt)
2240 54
HAYS (Pvt)
1986 21
VORTAC 112.5 PIR
KADOKA
2460 *L 26 122.9
MURDO
2263 *L 34 122.8
WHITE RIVER
2151 *L 30 122.8
VOR/DME 112.7 ANW
BADLANDS NATIONAL PARK
Joins Billings
Joins Omaha
WYOMING
SOUTH DAKOTA
NEBRASKA
Belle Fourche River
Cheyenne River
White River
Niobrara River
Snake River
North Loup River
Bad River
Rapid City
Deadwood
Spearfish
Sundance
Hill City
Keystone
Custer
Hermosa
Fairburn
Buffalo Gap
Hot Springs
Oral
Oelrichs
Edgemont
Provo
Ardmore
Lusk
Van Tassell
Harrison
Jay Em
Crawford
Robinson
Marsland
Hemingford
Chadron
Whitney
Hay Springs
Rushville
Clinton
Gordon
Whiteclay
Pine Ridge
Oglala
Manderson
Porcupine
Wounded Knee
Kyle
Rockyford
Scenic
Interior
Wall
Quinn
Wasta
Owanka
New Underwood
Farmingdale
Philip
Powell
Midland
Kadoka
Belvidere
Stamford
Okaton
Murdo
Wanblee
Long Valley
Norris
Allen
Martin
Batesland
Vetal
Parmelee
Rosebud
St Francis
Lakeview
Merriman
Eli
Cody
Nenzel
Kilgore
Crookston
Kennedy
Dalzell
Union Center
Sturgis
Fort Meade
Tilford
Piedmont
Nemo
Black Hawk
44°
43°
30′
104°
103°
102°
101°
V 26
V 100

CONTROL TOWER FREQUENCIES ON CHEYENNE SECTIONAL CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are tabulated in the adjoining spaces; the low or medium transmitting frequency is listed first followed by a VHF local control frequency, and the primary VHF and UHF military frequencies, when these frequencies are available. An asterisk (*) follows the part-time tower frequency rerouted to the collocated full-time FSS for use as Airport Advisory Service (AAS) during hours tower is closed. Hours shown are local time. Ground control frequencies listed are the primary ground control frequencies.

Automatic Terminal Information Service (ATIS) frequencies, shown on the face of the chart are normal primary arrival frequencies. ATIS operational hours may differ from control tower operational hours.

ASR and/or PAR indicates Radar Instrument Approach available.

"Mon-Fri" indicates Monday thru Friday.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
CHEYENNE	0600-2200	118.7 257.8	121.9 348.6	135.0	
ELLSWORTH AFB	CONTINUOUS	126.05 253.5	121.8 275.8	269.9	ASR
GILLETTE-CAMPBELL CO NF	0600-2200 VFR ONLY	118.3	121.7		
NATRONA CO INTL	0600-2200	118.3* 257.8	121.9	126.15	ASR
RAPID CITY REGIONAL	0600-2200	118.7 257.8	121.9		

TCA, ARSA TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

ELLSWORTH AFB RADAR 119.3 271.3

SPECIAL USE AIRSPACE ON CHEYENNE SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet, time is local. Contact nearest FSS for information. †Other time by NOTAM, contact FSS

The word "TO" on altitude means "To and including." "MON-FRI" indicates "Monday thru Friday"

FL - Flight Level

HIC A/G - Hi-air to ground communications

U.S. P-PROHIBITED, R-RESTRICTED, A-ALERT, W-WARNING, MOA-MILITARY OPERATIONS AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY**
R-7001A	GUERNSEY, WY	TO BUT NOT INCL 8000	INTERMITTENT, 24 HRS IN ADVANCE BY NOTAM	ZDV CNTR
R-7001B	GUERNSEY, WY	8000 TO 23,500	INTERMITTENT, 24 HRS IN ADVANCE BY NOTAM	ZDV CNTR

**ZDV-Denver

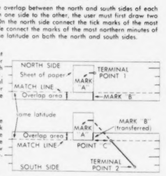
MOA NAME	ALTITUDE OF USE*	TIME OF USE†	CONTROLLING AGENCY**
EDGEMONT A, B & C	12,000	INTERMITTENT BY NOTAM	ZDV CNTR
NEW RAYMER A	100' AGL TO BUT NOT INCL 10,000' MSL	INTERMITTENT BY NOTAM	ZDV CNTR
NEW RAYMER B	10,000	INTERMITTENT BY NOTAM	ZDV CNTR
POWDER RIVER B	1000 AGL	INTERMITTENT BY NOTAM	ZDV CNTR
TILFORD	12,000	INTERMITTENT BY NOTAM	ZDV CNTR

*Altitudes indicate floor of MOA. All MOA's extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other time by NOTAM, contact FSS.
**ZDV-Denver

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first draw two "match lines" that are common to both sides. On the north side connect the tick marks of the most southern minute of latitude and on the south side connect the marks of the most northern minutes of latitude. These "match lines" must have the same latitude on both the north and south sides.

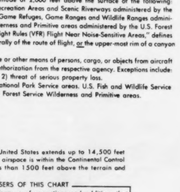
Step No. 1
On the side of the chart having a terminal point nearer the match line, place a sheet of paper on chart so that one edge corresponds to the match line while another edge intersects Terminal Point 1. Make a mark on the edge of the paper at Terminal Point 1 (Mark "A" as illustrated) and also another mark on the chart extending from match line to the edge of the chart (Mark "B" as illustrated).



Step No. 2
Roll the chart over and transfer Mark "B" from the north side to the south side, extending the mark to the match line. Align the sheet of paper to the match line with the corner of the sheet at the transferred Mark "B". With a straight edge draw a line from Terminal Point 2 to Mark "A" to intersect the match line forming Point "C".



Step No. 3
Turn chart over and transfer Point "C" from the south side to the north side. (This can be done by measuring the distance from Mark "B" to Point "C" along the match line from the south side). With a straight edge draw a line from Point "C" to Terminal Point 1. This line is the continuation of the direct route drawn on the south side.



REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36C, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas and U.S. Forest Service Wilderness and Primitive areas.

Uncontrolled airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within the Continental Control Area, excluding the airspace less than 1,500 feet above the terrain and certain special use airspace areas.

NOTICE TO USERS OF THIS CHART

You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. Postage-paid Chart Correction cards are available at authorized chart sales agents and at FAA Flight Service Stations. Where delineation of data is required, such information should be indicated clearly and accurately on a current chart (a replacement copy will be returned). Mail to: National Ocean Service, NOAA, N/CG31, 6010 Executive Blvd., Rockville, MD 20852 or call toll-free 800-626-3677.

CHEYENNE

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all telephone, telegraph and power transmission lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

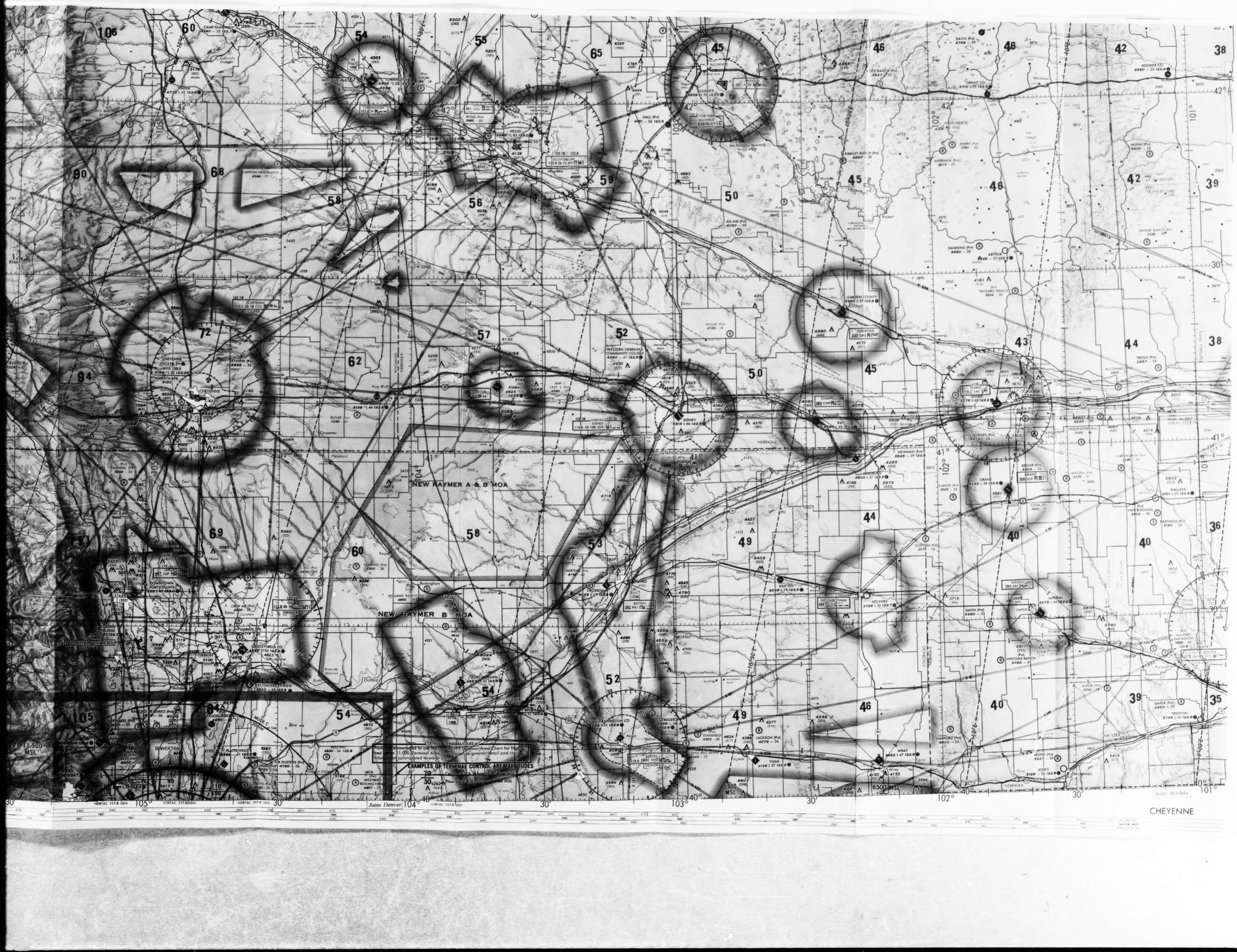
Joins Salt Lake City

Joins Denver

VORTAC 112.4 JNC

VOR/DME 108.2 VEL

KILOMETERS
NAUTICAL MILES
STATUTE MILES


NEW RAYMER A & B MOA
NEW RAYMER B MOA
DENVER TERMINAL AREA
EXAMPLES OF TERMINAL CONTROL AREA ALTITUDES
11,500 MSL
6500 MSL
5900 MSL
CHEYENNE
Joins Denver
Joins Wichita